

# Shipping

## BARK NUUANU NETS GOOD INVESTMENT TO NEW OWNERS

The purchase of the American bark Nuuanu by Captain Barneson, the well-known Pacific Coast ship owner, is considered a good investment, according to reports which have reached the Islands by the Manchuria, telling of the great scarcity of available tonnage. A representative of the new owners is now in Honolulu, and a general inspection of the staunch bark, which for years has been a factor in the Brewer Line of sailing packets, has been completed, which is believed to have proved satisfactory to all concerned.

That the Nuuanu brought considerably less than \$15,000 is conceded, though the exact figure has not been made public. Local shipping men declare that the new purchasers of the Nuuanu, Barneson, Hibbard & Co., stand to make a fine profit from their purchase. Steamship men from the Coast state that there is not a vessel flying the United States flag at San Francisco, on the Sound, or any place else on the Coast that is lying idle.

Long before they complete a passage those engaged in the tramp trade are chartered to go offshore or coastwise. Every craft capable of carrying lumber, or any other character of cargo produced on the Coast, has been chartered months in advance, many of them having enough business to keep them going a year. Moreover, the owners are adding to their tonnage as rapidly as possible, having modern carriers turned out at the various yards on the Pacific and Atlantic coasts. Three new steamers nearing completion on the Willamette and Columbia rivers will be ready to go in commission between Portland and San Francisco this fall. The owners at San Francisco are having several large vessels built on the Atlantic Coast.

Hind, Ralph & Co. of the Bay City purchased the ship Howard D. Troop before the freight rates began to increase for about \$20,000. On her first trip it is said that she will net the owners fully \$13,000 above the purchase price. Any ordinary square-rigger, it is estimated, will add from \$50,000 to \$100,000 to the wealth of her owners within the next year.

The Nuuanu is declared to be good for much service. The vessel was placed in good repair following her disastrous experience near Cape Horn last spring. Work was done on this vessel costing thousands of dollars, during the stay at the Falklands. There has been some talk that the Nuuanu would be converted into an oil tanker. The claim is made that the vessel at present is not fitted for the transportation of lumber.

Whether the Nuuanu will remain here for a cleaning or proceed to the Coast will be decided upon within a few days. Captain Kitchen has been selected to take the vessel to the Coast, as it is believed that Captain Josselyn will retire from sea service after a career covering nearly fifty years.

**Japanese Liners On The Way.**  
Two Japanese liners belonging to the Toyo Kisen Kaisha service are en route to Honolulu according to advices received at the office of Castle & Cooke the local representatives for the line.

The Nippon Maru with one hundred and fifty tons freight from the Orient is due to arrive here on next Tuesday. This vessel is believed will bring a delegation of Filipino stevedores, who are to take up work on island sugar plantations.

The Kiyu Maru in the Japanese freight service between the Far East and Central and South American ports is due here on September 5th, with 450 tons freight. The nature of this cargo is not yet known at the local agency but it is believed that a portion of it may be sulphur intended for local fertilizer plants. The Kiyu Maru will be supplied with several hundred tons coal during the stay at the port.

**Equal Cargoes Molasses And Sugar.**  
Molasses and sugar to the amount of fifteen hundred tons each will be shipped to the coast with the departure of the Matson Navigation steamship Lurline. The vessel is to sail for Kahului this evening where the molasses will be pumped aboard. The steamer is to return to Honolulu not later than Sunday morning. It is the intention to dispatch the Lurline for San Francisco at six o'clock Tuesday evening with 3903 tons sugar and molasses. The vessel will be supplied with between 15,000 and 18,000 cases of preserved pineapples besides 3000 bunches bananas and a quantity of sundries. The pineapples to be shipped in the Lurline will come from Oahu canneries.

**Kaena Damaged in Collision.**  
The gasoline steamer Kaena, operated by Captain Eben Low, and engaged in the pineapple trade between windward Oahu ports and Honolulu, was damaged yesterday through collision with the "submarine" oil tanker "Libby Mac." The Kaena, with the Libby Mac in tow, was proceeding along the windward side of the island when during an unusually hard blow, the line parted and the tanker, filled with a large quantity of

fuel oil, crashed into the steamer, smashing in the upper works and wrecking timbers and stanchions. The Kaena was hauled on the marine railway this morning for repairs, which are expected to be completed today. The Libby Mac is not damaged through the collision and today is being discharged of 162 barrels fuel oil at the Libby McNeil & Libby cannery wharf.

**Much Lumber in the Hilonian.**

Muca lumber is being forwarded to the Islands in the Matson Navigation steamer Hilonian, which is expected to arrive at Honolulu from Sound ports on Monday afternoon.

Castle & Cooke, local representatives of the Hilonian, have received a wireless message today giving some details of the cargo in the Hilonian destined for island ports of call. The items include: For Honolulu, 1515 tons cargo, 72,935 feet lumber; Kahului, 1137 tons cargo, 111,670 feet lumber; Port Allen, 271 tons cargo, 6361 feet lumber; Hilo, 183 tons cargo; Kaanapali, 22 tons cargo, 5080 feet lumber.

**Transport Logan Has Coal for Honolulu.**

The United States army transport Logan will arrive at Honolulu on Monday according to later advices received at the local quartermaster department. The Logan is steaming from Manila by the way of Nagasaki, Japan, where a large consignment of coal was taken on. The Logan will be discharged of about six hundred tons of the fuel during the stay of the transport at Honolulu.

**Likeliest Back from Kauai.**

With 450 sacks sugar and 442 sacks rice, besides several packages sundries, the inter-island steamer Likeliest is an arrival from Kauai ports today. The vessel met with fine weather and smooth seas on the homeward voyage. The Likeliest brought sugar from Kilauea plantation.

**Nuuanu to Sail for Portland.**

A cable has been received here ordering the bark Nuuanu to proceed to Portland, Ore., as soon as the details of the transfer are settled. The Nuuanu now lies at Alakea wharf, and will be supplied with a quantity of ballast before clearing for the Sound port.

## WIRELESS MAN IS A GENIUS

Mr. Guy Stocks, the young wireless operator on the Blue Funnel liner Teucer, has just received a letter from the Heliophonic Wireless Company, congratulating him on the splendid success he has met with in his operation of the set on board the Teucer. Although the instrument has a range of but five hundred miles, by a series of experiments and "nursing," he has spoken with land stations over a distance of a thousand miles, to be exact 1975.

Just what his invention is it would hardly be fair to Mr. Stocks to say, so says the Vancouver News-Advertiser, because when he has perfected it, he intends to have it patented.

But there is one invention that Mr. Stocks does not mind mentioning, or rather, he has no objection to others mentioning it, and that is the device he invented for the use of the wireless corps in the field. When under service conditions and the wireless operators of the British army wished to set up their plant, they had to erect a mast. This was a tedious affair, and although it was too slow for practical purposes.

Mr. Stocks came to their aid. He made a little device comprising two fans working in opposite directions. To the framework of these he attached his aërial, while two lengths of flexible wires carried the current to the fans. Immediately the current is switched on the device flies straight into the air, and then become anchored in one spot by the length of the aërial. In less than twenty-five seconds an aërial without masts is established, and there is less gear to be carried as well.

The first time that Mr. Stocks tried his invention it was rather disastrous to his father's hothouse. Mr. Stocks, patent aërial shot up and, a little excited over his immediate success, he inadvertently shut off the power that would have anchored his mast in the air. The result, of course, was that it came down with a rush and fell with a crash through the hothouse. In practice the "mast" has been found to work well.

The assertion is made on the Teucer that Mr. Stocks will, on the next trip, home of the Teucer, leave her at Liverpool to get married and take up a shore position with the London Artificial Egg Company.

### TIDES--SUN AND MOON

Date	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide
Aug. 26	3:28	1:9	3:00	1:25	3:00	1:25	3:00	1:25
27	3:54	1:8	3:24	1:08	3:24	1:08	3:24	1:08
28	4:23	1:7	4:10	1:07	4:10	1:07	4:10	1:07
29	4:46	1:5	4:46	1:13	4:46	1:13	4:46	1:13
30	5:12	1:3	5:28	1:44	5:28	1:44	5:28	1:44
31	5:40	1:3	5:58	1:58	5:58	1:58	5:58	1:58
Sept. 1	6:10	1:4	6:05	2:10	6:05	2:10	6:05	2:10

Full moon August 27 at 9:28 a. m.

### WEATHER TODAY

Temperature—6 a. m., 75; 8 a. m., 74; 10 a. m., 75; 12 noon, 80. Minimum last night, —.  
Wind—6 a. m., velocity 6, direction Northeast; 8 a. m., velocity 3, direction East; 10 a. m., velocity 12, direction East; 12 noon, velocity 4, direction Northeast. Movement past 24 hours, 225 miles.  
Barometer at 8 a. m., 29.97. Relative humidity, 8 a. m., 80. Dew-point at 8 a. m., 68. Absolute humidity, 8 a. m., 7.253. Rainfall, .15.

### VESSELS TO AND FROM THE ISLANDS

(Special Cable to Merchants' Exchange.)

Friday, August 30, 1912.  
HILO—Sailed, August 29, S. S. Mission for Salina Cruz.

### PASSENGERS BOOKED

Per str. Kinau, for Kauai ports, Sept. 3.—Miss M. D. Jones, Miss G. Hoffgaard, Mrs. E. M. Babado, Ranney Scott, Mrs. Scott, E. W. Sutton, Mrs. Sutton, Judge W. L. Whitney, Mrs. Whitney, H. W. Rice, A. H. Rice, Miss Hastie, Mrs. H. H. Brodie, Miss Anderson, Miss Lee, Mrs. Philip Rice, Miss Mengler, Mr. and Mrs. H. Rice.  
Per str. Kilauea, for Kona and Kauai ports, Sept. 10.—Miss C. M. Palmer, Miss Meinecke, Miss M. E. Merrill, Mrs. C. S. Rea, Mrs. Ura Strom, S. E. Hannestad, Miss G. Aiu, Miss L. Ahuna.

## BILL JAMMED THROUGH

(Continued from Page 1)

your body contemplates the addition to the staff of city employees of a clerk to the Board of Supervisors, under a proposed ordinance entitled "An Ordinance authorizing the Board of Supervisors of the City and County of Honolulu to appoint a secretary, the Board of Supervisors to fix his salary and prescribe the duties of such secretary." In view of this situation, we beg leave to point out that this proposed expenditure will serve to increase the "overhead" charges above referred to, without giving the taxpayers any commensurate return for the outlay; and on behalf of the Chamber of Commerce, we desire to protest against the expenditure proposed.

There are certain important objects of public work to which the money proposed to be expended under this ordinance could be devoted to much better advantage, for the furtherance of needed improvements in almost any district of this city. If, therefore, appears to us that the creation of new positions, carrying further salary expense, is about the last thing that the Board of Supervisors should approve of. Very respectfully yours,

E. F. BISHOP.  
JAMES A. KENNEDY.

**Manoatees Are Turned Down by Murray.**

Murray took a rap at the Manoatees today when he defeated the resolution offered by Supervisor Low to the effect that \$3500 be appropriated for the repair of several streets in Manoa Valley. According to Low, the entire board had agreed upon the expenditure of this money for the repair of Manoa road from Wilder Avenue to and including Kamehameha Avenue and east to Manoa road. The measure also appropriates money for repairs to Atherton road. Murray moved to defer action which was considered as indicating his disapproval of the matter. His motion carried by a bare margin.

Treasurer Shingle reported July finances as follows: Receipts \$193,115.21; disbursements, \$66,381.92; leaving a balance on hand of \$126,733.29.

Cecil Brown was present and representing the voters in the Second precinct of the Fourth district asked that the Board pay some attention to the upkeep and repair of Kamehameha Avenue. Mr. Brown stated that an immense amount of traffic passed over this highway as well as the roadway through Kapiolani Park. **More Salaries To Be Raised.**

Road Overseer Caldwell wants the salary of two of his assistants raised and in a letter to the board he designates that the pay of H. K. Aalapai and Raymond Duvauchelle, now receiving \$85, a month be increased to \$90 a month. Murray sized up the delegation of representative citizens present at the meeting and wisely moved that the matter be deferred until a later meeting. At the earliest way out of a rather uncomfortable situation the remainder of the "big four" acted accordingly.

**Garbage Department Shows Deficit.**  
A deficit of \$787.38 for the month of July has been shown in the garbage department according to a statement

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filed with the board by superintendent Costa. This department for a number of months past has been breaking on the wrong side of the ledger. The claim has been made by interested supervisors that the increase in the management of this department is due to the enlarged scope of the service in the city of Honolulu.

**Rapid Transit Obeying The Law.**

Marston Campbell, Superintendent of Public Works has notified the board that the Rapid Transit Company is obeying the law as regards the billing of that portion of the streets that lie between their tracks.

City Engineer Whitehouse submitted estimates of cost of new work or repairs proposed, as follows: Macadamizing Metcalf Avenue \$6300. At York road \$800. Damon street \$600. Hobron Avenue \$1800. Queen street \$1600. Ashford Road \$800, and Dole street \$1500.

**Henshall's Salary is Discussed.**

The salary fixed for George Henshall, as city and county recording clerk, was placed at \$75 a month, according to a declaration made by McClellan in defending the passage to a final reading, the ordinance creating the office of recording clerk. Low attempted to point out that the board would not be able to secure the services of Henshall or any like man for this figure.

Low declared that the figures submitted by McClellan were misleading and that the expense attached to the publication and circulation of the municipal record would total nearer four hundred dollars every month. The claim was made that the city fathers had no need for such a record. All data was now in the hands of the heads of several departments. Murray spoke in favor of his ordinance, and the call for a vote resulted in its passage with Supervisors Low, Arnold and Dwight on the opposing side.

While Henshall's salary may start in at a low figure, the impression is gained among the supervisors favoring the municipal record that it will be speedily raised to a much larger figure within a month or so.

### SAYS CANAL WILL BENEFIT JAPANESE

SAN FRANCISCO, Cal., Aug. 20.—J. P. Jordao and E. Zabelli, special commissioners from the chamber of commerce of Rio Janeiro, Brazil, to the international convention of chambers of commerce to open in Boston on September 24, arrived in San Francisco yesterday and registered at the St. Francis Hotel. They have been visiting all the larger cities of the Northwest, Central and Pacific Coast States, and after a few days' stay in this city will proceed leisurely through California to Los Angeles, returning to Boston by way of New Orleans and other Southern cities. The Brazilian commissioners are specially interested in agriculture and will study methods of fruit growing while here.

In discussing the opening of the Panama Canal with reference to the South American trade yesterday, Jordao said the people of Brazil were looking forward to the event with much interest and a large number would visit San Francisco during the universal exposition.

"The opening of the canal will make accessible to Brazil and other countries on the east coast of South America the markets of the Pacific Coast," said he, "and the same thing may be said of the California products. They will find a quicker and cheaper route to the South American consumers. Yet we in South America believe Japan is going to derive the largest measure of benefit from the new commercial highway. Japan has been preparing for the changes it will bring about in the commercial and shipping world for some time, and has established emigration bureaus throughout South America. Japanese immigrants are arriving in Brazil by the hundreds and

are entering into all branches of business. Just now Brazil accords them a welcome, because we have a vast country and need people to populate and develop it. It must not be overlooked, however, that the Japanese immigrants will prove of far-reaching benefit to their country under the changed conditions resulting from the opening of the canal. In connection with the increased shipping facilities Japan is going to provide for the South American commerce, they will place Japan in a far superior strategic position when it comes to a division of that trade."

### THE CHINESE MARRIAGE CEREMONY

Marriages in China are celebrated at the home of the bridegroom, not of the bride. Before quitting her own house the bride is arrayed in her best dress and jewels, her hair is elaborately arranged, and she wears a large hat. A mantle is then thrown about her and a red silk cloth placed over her face. Her mother then puts her in a gilt sedan chair, used only for weddings, and looks her in, giving the key to one of the attendants, who delivers it to the bridegroom when the procession arrives at the latter's home. No priest or magistrate officiates at the marriage. The happy pair, the bride still veiled, enter the ancestral hall together and bow three times to the family tablets, afterward sitting down to a table on which are two cups of wine—an offering intended to propitiate the ancestors of the family. They next enter the reception chamber, where the husband removes the veil and mantle from his wife—seeing her face, perhaps, for the first time. The guests and friends then enter the room, gaze upon the blushing bride, and convey their felicitations to the happy pair. A wedding banquet is held in the evening at which the bride, very tastefully, pays special attention to her parents-in-law. — Wide World Magazine.

The Calcasieu Lumber Company has surrendered its charter to the state and reincorporated under the laws of Maine. The income tax is held responsible.

Her Father—I judge a man, sir, by the company he keeps. The suitor—Then I'm all right, for I've been keeping company with your daughter for over two years.

## FAIR CARGO IN WILHELMINA

A cable received today at the agency of Castle & Cooke states that the Matson Navigation steamer Wilhelmina, now en route from San Francisco to Honolulu and Hilo, has considerable cargo for discharge at both island ports. The Wilhelmina is due to arrive here at an early hour next Tuesday morning with 2319 tons of cargo. The vessel will then be dispatched for Hilo, where 1743 tons of freight are to be discharged before taking on sugar at that port.

Among the one hundred or more cabin passengers expected to arrive in the Matson liner are the following: Miss Helen Watkins, Miss Laura Watkins, L. Horne, Miss P. Perry, Mr. and Mrs. P. L. Horne, Mrs. A. L. Eakin, Miss M. G. Borden, Miss Ethel Damon, Miss Helen Caldwell, Miss E. E. Collins, F. A. Saylor, Mr. Lowrie, Jas. McGill, Mrs. H. H. Brodie, Miss N. E. M. Aldrich, Mrs. M. Hastie, J. R. Kilham, Miss Grace Buckley, Mrs. E. G. Buckley, Miss M. F. Kinney, Mrs. F. Zeave, Mrs. H. C. Anderson, Miss C. Schultz, Miss E. Mhiter, Miss L. Richardson, Miss Gemma Wadman, Miss M. Bal, Miss Wandauee Cuck, Miss F. M. Lee, Miss Tonnie Rosendahl, Miss Anna Klempke, Mrs. L. C. Sanborn, Miss M. E. Chipman, Miss M. Hoffmann, Mrs. Wm. Hannigan, Mr. and Mrs. James Whitehead, Mr. and Mrs. J. E. Garcia, A. A. Ashburn, F. W. Friesel, Emilie Worme-Lout, F. W. Ziegler, J. B. McCubbin, J. Shainwald, V. McCaughey, Stephen M. Green, A. P. Taylor, Jessie Thornton, Mrs. Gibson, Miss A. M. Oleson, Miss Ada Gee, Mrs. Robert Anthony, Mrs. Hillebrand, Miss Ada M. Clark, Miss M. Martin, Miss J. A. Cooke, Miss Zoe Watkins, Mrs. A. F. Cooke, Miss Clara Brawthen, Mrs. Bellows, Miss Emma Barnhard, Miss Alice Brown, Mrs. A. Mizes, Mrs. Glen Mouser, F. R. Stewart and wife, Mrs. A. Smith, Miss Margaret Clark, Mr. and Mrs. Wynn, F. N. Carter, R. E. Milet, Miss E. Allen, D. E. Baldwin, Mr. and Mrs. S. Allen, Miss Clara Mowry, Miss Helen Hext, Murray Vandall, Geo. E. Whitaker, and wife, Neell Deerr, J. F. Childs.

Chas. F. Wood, A. L. Paschall and wife, Kline Jagger, Mrs. F. A. Jagger Jr., Dorsey B. Smith, Miss Bailey, Mrs. Marie Baldwin, Miss E. M. Oleson, J. A. Enquist and wife, Willis Parent, Mrs. L. Maxwell, Miss Emma Barnhard.

### WORLD'S CONSUMPTION OF THE METALS

If we now turn to the world's consumption of the four metals, we find a large increase except for tin, which felt was this larger demand in the last trade, where the prices went considerably up since July of last year. The United States consumed 354,700 tons, Germany 229,700 tons, Great Britain 192,400 tons, France 95,000 tons. Very much the same is the order of the consuming countries for copper. Here we find a rise from 944,700 to 950,000 tons. Of this amount, which exceeds the production of the year by 51,000 tons, the United States consumed 25.3 per cent, Germany 23.1 per cent, Great Britain 17.7 per cent, and France 9.8 per cent. Thus all other countries combined consumed only 35.8 per cent, or little less than France alone. As consumers of zinc the three principal industrial countries approach each other more closely. The United States consumed 28.3 per cent, Germany 21.5 per cent, and Great Britain 19.4 per cent, totaling 27.6 per cent of the whole consumption to the other countries. Last year we mention the slight fall of the consumption of tin from 121,300 to 117,400 tons. This falling off was due to the comparatively small demand of Great Britain. It seems as though the United States had ceased to be a good customer of the tin-plate works of Wales. It now has tin-plate works of its own to supply the demand of the mining industry. At the same time, the cheap process of manufacturing glass bottles and vessels by means of the Owen process is gradually replacing the tins of preserved fruit by glassware.—Continental Correspondence.

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